

O'DAY.

THE SHARE MARKET.

There has been a good deal of talk and not a little bounce on the Share Market since our last report, but the total of the actual business done amounts to very little. Banks continue steady at from 155 to 156 per cent. premium, shares now offering at the higher figure. No transactions in this stock of any consequence have been reported. Quite a sensation was caused yesterday afternoon by what appeared to be a "boom" in Docks. Reports were current that a Chinese syndicate had been formed to buy a thousand shares, and the names of some well known Europeans said to be interested in this latest enterprise were bandied about with considerable freedom. Certain brokers gave out that they had either purchased or disposed of shares aggregating about four hundred, and offers were made to buy for cash at something like 34 per cent. premium. And yet in the face of this rush, reputable brokers were ready to undertake to find sellers at 31 for delivery at the end of September. There are still offers to buy for cash only at 30, but whether these offers are genuine or not seems doubtful. We have been unable to reliably trace any legitimate business either for cash or "on time," and must warn those of our readers who may be interested, that the subjoined quotation is a purely nominal one and should be only taken for what it is worth. China Sugars have changed hands at 152 for the end of the month and also at 154 and 155 for July. Shares are now offering for cash at 152. The Wharf and Godown Co.'s scrip is in far better odour than when we last wrote; sales have been booked at 41 and finally at 42 per cent. premium, the stock closing with buyers at the latter figure.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—156 per cent. premium, sellers.
 Canton Insurance Society of Canton—\$87½ per share, sellers.
 China Marine Insurance Company—168 per share, sellers.
 China Fire Insurance Company—126 per share, buyers.
 On Tai Insurance Company, Limited—110 per share, buyers.
 Hongkong Fire Insurance Company—\$315 per share, buyers.
 China Fire Insurance Company—\$73 per share, buyers.
 Hongkong and Whampoa Dock Company, 30 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co. 300 per share, sellers.
 China and Malacca Steam Ship Company—60 per share, buyers.
 Hongkong Gas Company—\$130 per share, sellers.
 Hongkong Hotel Company—\$185 per share, sellers.
 Indo-China Steam Navigation Company, Limited—15 per cent. dis., buyers.
 Douglas Steamship Company—\$50 per share, sellers.
 China Paper Refining Company, Limited—\$152 per share, sellers.
 Canton Paper Refining Company, Limited—160 per share, sellers.
 Hongkong Ice Company—260 per share, buyers.
 Hongkong and China Bakery Company, Limited—190 per share.
 Chinese Imperial Loan of 1884 A—2 per cent. premium.
 Chinese Imperial Loan of 1884 B—3 per cent. premium.
 Chinese Imperial Loan of 1884 C—9 per cent. premium.
 Hongkong Ropo Manufacturing Company Limited—\$51 per share.
 Perak Tin Mining and Smelting Company—\$20 per share.
 Punjion and Sunghie Dun Samantan Mining Co.—\$11½ per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—42 per cent. premium, sales and buyers.

EXCHANGE.

IN LONDON.—Bank, T. T. 30 1/2
 Bank Bills, on demand 30 1/2
 Bank Bills, at 30 days' sight 30 1/2
 Bank Bills, at 60 days' sight 30 1/2
 Credits, at 4 months' sight 30 1/2
 Discount, at 4 months' sight 30 1/2
 IN PARIS.—Bank, T. T. 72 1/2
 Bank Bills, on demand 72 1/2
 Bank Bills, at 3 months' sight 72 1/2
 Bank Bills, at 6 months' sight 72 1/2
 Credits, at 4 months' sight 72 1/2
 Discount, at 4 months' sight 72 1/2
 IN SHANGHAI.—Bank, T. T. 72 1/2
 Bank Bills, on demand 72 1/2
 Bank Bills, at 3 months' sight 72 1/2
 Bank Bills, at 6 months' sight 72 1/2
 Credits, at 4 months' sight 72 1/2
 Discount, at 4 months' sight 72 1/2

EXPORT CARGO.

Per F. P. Litchfield, bark, for San Francisco.
 700 bales Gunny Bags, 787 packages Ten (unknown), 445 packages Fire Works, 204 packages Rattans, 230 bales Gambier, 50 cases Cassia, 37 bales Hides, 6 bales Gamskins, 200 packages dry Ginger, 29 cases Indian Condiments, 437 cases Sauce, 808 packages Soy, 570 packages Fire Crackers, 39 packages Nuts, 1,133 cases Nut Oil, 640 packages Samboon, 12,454 bags Rice, 150 boxes Sugar, 98 boxes Tobacco, 173 boxes China, 177 packages Medicine, 40 bags Beans, 125 boxes Joss Sticks, and 8,381 packages Merchandise.

OPUM MARKET.—THIS DAY.

NEW MALAY.—per picul, \$150
 (Allowance, Tails 16 to 48).
 OLD MALAY.—per picul, \$170 to \$180
 (Allowance, Tails 16 to 31).
 NEW PATNA (first choice) per chest \$485
 NEW PATNA (bottom) per chest \$485
 NEW PATNA (second choice) per chest \$485
 NEW PATNA (third choice) per chest \$477
 NEW PATNA (bottom) per chest \$477
 NEW PATNA (second quality) per picul \$500
 OLD PATNA (best quality) per picul \$550
 OLD PATNA (second quality) per picul \$550

Port Office.

For Shanghai, Kobe, and Yokohama.—Per *Activo*, tomorrow the 13th instant, at 9.00 A.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Pembroke*, tomorrow, the 13th instant, at 11.30 A.M.
 For New York.—Per *Claymore*, to-morrow, the 13th instant, at 11.30 A.M.
 For Swatow, Amoy, & Tamsui.—Per *Formosa*, to-morrow, the 13th instant, at 11.30 A.M.
 For Simla and Calcutta.—Per *Wingang*, to-morrow, the 13th instant, at 2.30 P.M.
 For Shanghai.—Per *Leasing*, to-morrow, the 13th instant, at 3.30 P.M.
 For Hongkong.—Per *Dagla*, to-morrow, the 13th instant, at 3.30 P.M.
 For Hoihow, Taitou, and Quinhon.—Per *Triumph*, to-morrow, the 13th instant, at 5.00 A.M.

ACTIVO, Danish steamer, 355, Revsbeck, 11th April, Pakhoi 7th April, and Hoihow 10th, General.—Arnhold, Karberg & Co.
 CLAYMORE, British steamer, 1,638, E. A. Craig, 11th April, Whampoa 8th April, General.—Adamson, Bell & Co.
 FORMOSA, German steamer, 612, J. Bruhn, 11th April, Whampoa 11th April, General.—Wieler & Co.
 AMOY, British steamer, 815, Kohler, 12th April, Whampoa 12th April, General.—Stemmen & Co.
 FORTUNA, British steamer, 695, P. Hall, 12th April, Pakhoi 8th April, Amoy 10th, and Swatow 11th, General.—D. Laprak & Co.
 AVA, French steamer, 1,120, Vimont, 12th April, Marseilles 11th March, and Saigon 9th April, Mails, and General.—Messageries Maritimes.

ARRIVALS AT THE HARBOUR OFFICE.
Mongkut, British steamer, for Swatow, & *Deuteros*, German steamer, for Bangkok.
Wingang, British steamer, for Shanghai.
Hattie E. Tapley, British bark, for Sandakan.
Buster, British barkentine, for Yapo.
Bonnie, British steamer, for Yokohama.

April 11, *Kumamoto Maru*, Japanese steamer, for Kuchino.
 April 11, *Cockchafer*, British gunboat, for Shanghai.
 April 12, *Star Queen*, British bark, for Man-tung.
 April 12, *Thyra*, German steamer, for Chefoo.
 April 12, *Huiphong*, British steamer, for Saigon.
 April 12, *Soochow*, British steamer, for Hoihow.
 April 12, *Mongkut*, British str., for Swatow, & *Deuteros*, German str., for Bangkok.
 April 12, *Dardanus*, British steamer, for Amoy.
 April 12, *Yangtze*, British str., for Shanghai.

Per *Formosa*, str., from Tamsui, &c.—Messrs. Rose, Harre, Unsworth and 50 Chinese (deck).
 Per *Activo*, str., from Pakhoi, &c.—32 Chinese.
 Per *Ava*, str., from Marseilles.—For Hongkong.—Mr. and Mrs. Augie, Caluso, Messrs. T. Arnold, A. P. Baines, Heith, and W. Haworth. From Colombo.—Mr. G. R. Daphary. From Madras.—Mr. J. H. Russell. From Singapore.—Mr. and Mrs. O. Patten, Messrs. Lassen, Kiam Hong, Kiam Long, and 2 Chinese. From Saigon.—Messrs. G. Somerville, G. P. Seng, and 50 Chinese. From Marseilles.—For Shanghai.—Mr. and Mrs. Janet and infant, Mr. and Mrs. R. van der Leithen, Miss Marie Fleury, Messrs. Trubnikoff, H. Jaeger, Chlebnikoff, W. White, Cornie, W. G. Gordon, and John Inokay. From Port Said.—Mr. Ernesto Stroll. From Colombo.—Mr. de Gomburg and Mr. W. V. Sentance. From Singapore.—Mr. K. F. Gordon. From Saigon.—Mr. Gilbert. From Marseilles.—For Kobe.—Mr. Renault, Messrs. St. Bernard, St. Mathilde, St. Firmin, and St. Antoine. For Yokohama.—Messrs. Deguy, S. Tsuruhara, Pittori, F. Yashiro, S. D. Niwa, S. G. Niwa, Roncetti, Ch. Cutty, and Shiba. From Alexandria.—Mr. and Mrs. Elman and infant. From Colombo.—Mr. R. F. Trevelick. From Saigon.—Mr. and Mrs. Ogliastro and infant, Mr. and Mrs. Dumoulin, Messrs. Merlande, Reynaud, Olivier, Gondreau, G. Baer and servant.

Per *Pesidon*, str., for Singapore.—Mr. and Mrs. Engel and child. From the Straits.—Chinese emigrants. For Bombay.—Mr. Gopher and Lieut. MacGeorge. For Venice.—Mr. and Miss Maye. For Trieste.—Mr. von Hirsch. Per *Soochow*, str., for Hoihow.—5 Chinese. Per *Dardanus*, str., for Amoy.—2 Europeans and 45 Chinese. Per *Mongkut*, str., for Swatow, &c.—100 Chinese. Per *Deuteros*, str., for Bangkok.—20 Chinese. Per *Yangtze*, str., for Shanghai.—50 Chinese.

TO DEPART.
 Per *Hattie E. Tapley*, bark, for Sandakan.—1 European and 28 Chinese.
 Per *Buster*, barkentine, for Yapo.—1 European.

The French steamship *Ava* reports that she left Marseilles on the 11th ultimo, and Saigon on the 10th instant. Had fine weather.
 The Danish steamship *Activo* reports that she left Pakhoi on the 7th instant, and Hoihow on the 10th. Had fresh north-east wind with rain.
 The British steamship *Claymore* reports that she left Woosung on the 8th instant. From Woosung to Ockseu had light variable winds with thick foggy weather; thence to port had a freshening east-north-east wind with thick squally weather.

The British steamship *Formosa* reports that she left Tamsui on the 8th instant. From Tamsui to Amoy had light variable winds and foggy weather. Left Amoy on the 10th. From Amoy to Swatow had light variable winds and overcast sky. In Amoy, the steamships *Nankang* and *Activo*. Left Swatow on the 11th. From Swatow to Hongkong had moderate north-east wind and overcast sky. In Swatow, the steamships *Fookang*, *Hoihow*, and *Haijan*.

SHIPPING IN HONGKONG.
 STEAMERS.
 APYSSINIA, British steamer, 3,500, Lee, 5th April, Vancouver, via Japan, and Shanghai, 6th March, General.—Adamson, Bell & Co.
 ACTIVO, Danish steamer, 355, Revsbeck, 1st April, Pakhoi 7th March, and Hoihow 10th, General.—Arnhold, Karberg & Co.
 ANKONG, British steamer, 2,077, Pinkham, 11th April, Saigon 6th April, Rice and Paddy.—Adamson, Bell & Co.
 BENALDER, British steamer, 1,332, R. W. Thomson, 10th April, Saigon 6th April, Rice.—Gibb, Livingston & Co.
 BENVENUE, British steamer, 1,497, Thomson, 11th April, London 27th February, and Singapore 3th April, General.—Gibb, Livingston & Co.

HONGKONG—STEAMERS.
 Continued.
 CICERO, British steamer, 1,060, A. George, 11th April, Saigon 6th April, Rice.—Adamson, Bell & Co.
 DARTLA, British steamer, 536, C. Nielsen, 10th April, Haiphong 7th April, General.—Chinese.
 EME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
 EXELON, British steamer, 1,139, Jas. Thom, 9th April, Samarang 31st March, Sugar and General.—Geo. R. Stevens & Co.
 GUTHRIE, British steamer, 2,500, Neil Shannon, 11th April, Sydney 17th March, Townsville 22nd, Cooktown 25th, Thursday Island 27th, and Port Darwin 31st, General.—Russell & Co.
 LASSUS, French steamer, 779, Roura, 19th Sept.—Singapore and September, General.—Bun Hin Chan.

KONG HENG, British steamer, 862, R. Jones, 9th April, Koh-shang 2nd April, Rice and General.—Yuen Fat 10th.
 KUNPATA, Chinese steamer, 602, Brassander, 11th April, Whampoa 11th April, General.—C. M. S. N. Co.
 PEMROCKSHIRE, British str., 1,717, Williams, 11th April, London 26th February, and Singapore 5th April, General.—Adamson, Bell & Co.
 PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
 VISAYAS, Spanish steamer, 406, J. de Ajubita, 11th March, Manila 7th March, General.—Bain.
 SURAT, British steamer, 1,676, James Parfitt, 11th April, Bombay 24th March, General.—P. & O. S. N. Co.
 TRIUMPH, German steamer, 674, Moos, 11th April, Taitou 7th April, and Hoihow 10th, General.—Wieler & Co.

THIBET, British steamer, 1,671, T. F. Creery, 10th April, Yokohama 1st April, Mails and General.—P. & O. S. N. Co.
 WHAMPOA, British steamer, 1,109, Geo. Fawcett, 11th April, Swatow 10th April, General.—Butterfield & Swire.
 WINGANG, British steamer, 1,517, A. de St. Croix, 6th April, Calcutta 2nd March, and Singapore 31st, Opium and General.—Jardine, Matheson & Co.

SAILING VESSELS.

AUGUSTA, German bark, 473, Jensen, 17th March, Amboina 6th Feb., Timber.—Ed. Schellhaus & Co.
 AUGUSTE, German bark, 1,366, Schumacher, 31st March, Cardiff 7th November, Coals.—Order.
 BASTAR, British barkentine, 305, Ryskyole, 6th March, Matupi, New Britain, 3rd March, Ballast.—Order.
 B. P. CHENEY, American ship, 1,259, Hughes, 25th Jan.—New York 17th August, Kerosene Oil.—D. Laprak & Co.
 CENTENNIAL, American ship, 1,222, J. M. Bearse, 27th Jan.—New York 18th Sept., Kerosene Oil.—Russell & Co.
 COLUMBUS, German ship, 1,429, L. Haesloot, 11th April, Singapore 9th March, Timber.—Captain.
 EIDSVOLD, Norwegian bark, 272, P. H. Sannes, 5th April, San Francisco 20th Jan., Flour.—Captain.
 ERLEKROEN, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
 GREAT ADMIRAL, American ship, 1,497, Bowell, 17th Feb.—San Francisco 21st December, Flour.—Russell & Co.
 GUSTAV OSCAR, German ship, 1,752, M. G. Melchers, 27th March, Cardiff 7th Nov., Coal.—Melchers & Co.
 KITY, British bark, 803, Laud, 20th August, Manila 10th August, Sugar and Hemp.—Captain.
 LILLIAN, Hawaiian bark, 394, Dunnun, 22nd March, Honolulu 1st February, Old Iron.—Kwong Cheong Lung.
 PENINSULA, British bark, 79, Geo. Parker, 31st March, Pitag 23rd March, Timber.—Lane, Crawford & Co.
 SANTA FILOMENA, Spanish steamer, 449, J. de Menezes, 24th Jan.—Hilo 31st Dec., General.—Kwong Cheong Lung.
 TITAN, American ship, 1,276, Allyn, 28th Jan.—New York 28th August, Kerosene Oil.—Russell & Co.
 TETUAN, German bark, 438, Röper, 1st April, Singapore 29th January, Hardwood and Timber.—Chinese.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h.p., 4 guns, Commander R. Blair-Maconochie, Hongkong.
 Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,830 h.p., 18 guns, Captain R. H. Harris, Flag of Commander-in-Chief, Hongkong.
 Cockatrice, gunboat, 2nd-class, 450 tons, 470 h.p., 4 guns, Lieut-Commander H. H. Boteler, Shanghai.
 Constance, cruiser, 3rd-class, 2,380 tons, 2,590 h.p., 14 guns, Captain L. C. Keppel, Hongkong.
 Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h.p., 10 guns, Captain H. H. Boys, Shanghai.
 Eak, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h.p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.
 Espoir, gunboat, 2nd-class, 465 tons, 470 h.p., 4 guns, Lieut-Commander H. H. Adams, Yangtze.
 Firebrand, gunboat, 2nd-class, 455 tons, 460 h.p., 4 guns, Lieut-Commander J. Denison, Manila, re-commissioning.
 Heroine, cruiser, 3rd-class, 1,420 tons, 1,730 h.p., 8 guns, Captain Charles J. Ballour, Hongkong.
 Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h.p., 10 guns, Captain M. J. Dunlop, Japan.
 Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h.p., 5 guns, Commander W. H. Marrack, Hongkong.
 Merlin, gunboat, 2nd-class, 430 tons, 430 h.p., 4 guns, Lieut-Commander W. H. Maturin, Hongkong.
 Mutine, slop, 1,130 tons, 1,120 h.p., 10 guns, Commander J. H. Martin, Hongkong.
 Rambler, surveying-vessel, 320 tons, 690 h.p., 3 guns, Commander W. A. Moore, Hongkong.
 Rattler, gunboat, 1st-class, 670 tons, 1,200 h.p., 6 guns, Lieut-Commander W. H. M. Donnell, Hongkong.
 Sapphire, cruiser, 3rd-class, 1,070 tons, 2,360 h.p., 12 guns, Captain W. C. Karlake, Hongkong.
 Satellite, cruiser, 3rd-class, 1,420 tons, 1,400 h.p., 8 guns, Captain T. P. W. Nesham, Hongkong.
 Swift, gun-vessel, 2nd-class, 750 tons, 1,070 h.p., 5 guns, Commander A. C. R. Bromley, Hongkong, re-commissioning.
 Tweed, gunboat, Coast Defence, 3rd-class, 363 tons, 340 h.p., 3 guns, Rear-Admiral J. M. Shee, Hongkong, in reserve.
 Victor Emmanuel, receiving ship, 5,115 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.
 Wanderer, slop, 935 tons, 750 h.p., 4 guns, Commander G. A. Guiffa, Hongkong, re-commissioning.
 Wivern, Coast Defence ship (armoured), 2,750 tons, 1,450 h.p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Arratoon Apar	Calcutta	April 13th	D. Sasson, Sons & Co.
Frige	Hamburg	April 14th	Siemssen & Co.
City of Peking	San Francisco	April 14th	Pacific Mail S. S. Co.
Menelaus	Liverpool	April 16th	Butterfield & Swire.
Milwa	London	April 16th	P. & O. S. N. Co.
Bornida	Bombay	April 18th	Carlowitz & Co.
Batavia	Vancouver	May 3rd	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Deucalion	Butterfield & Swire	April 19th.
Marseilles, via Saigon, &c.	Natal	Messageries Maritimes	April 18th, at noon.
Bremen, & Ports of Call.	Prussen	Melchers & Co.	April 16th, at 4 p.m.
Vancouver, B.C., via K. &c.	Abyssinia	Adamson, Bell & Co.	April 14th, at 3 p.m.
New York, via Suez Canal	Chymore	Adamson, Bell & Co.	To-morrow.
San Francisco, via Ypana	San Pablo	O. & O. S. S. Co.	May 1st, at 3 p.m.
San Francisco, via Ypana	City of Peking	Pacific Mail S. S. Co.	April 19th, at 3 p.m.
Calcutta, via Straits	Wingsang	Jardine, Matheson & Co.	To-morrow, at 3 p.m.
Bombay, via Straits	Surat	P. & O. S. N. Co.	April 15th, daylight.
Penang	Dafila	Ah Yon & Co.	To-morrow, at 4 p.m.
Singapore, Penang, &c.	Bornida	Carlowitz & Co.	April 27th, at 10 a.m.
Yokohama and Kobe, &c.	Pembroke	Adamson, Bell & Co.	To-morrow.
Yokohama and Kobe	Benvenue	Gibb, Livingston & Co.	About April 13th.
Tientsin	Whampoa	Butterfield & Swire	To-morrow.
Shanghai, Kobe, &c.	Ava	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Shanghai, Nagasaki, &c.	Melwa	Messageries Maritimes	To-morrow, at 10 a.m.
Shanghai, via Amoy	Menelaus	Butterfield & Swire	Quick despatch.
Haiphong	Danube	A. R. Marty	April 15th, daylight.
Swatow, Amoy, &c.	Formosa	Douglas Laprak & Co.	To-morrow, at noon.

Intimations.

W. POWELL & CO.

HAVE RECEIVED EX LATEST STEAMERS.
 A FULL ASSORTMENT OF
 NEW SPRING AND SUMMER GOODS
 IN EVERY DEPARTMENT.

W. POWELL & CO.

VICTORIA EXCHANGE,
 (TELEPHONE 21) Hongkong, 5th April, 1888.

SARAWAK GOVERNMENT NOTIFICATION.

TENDERS will be received up to 9 A.M., on MONDAY, the 10th April, 1888, for RENTING the following FARMS for THREE YEARS, from 1st July, 1888, viz:—

The "OPTUM" FARM, of the Territory of Sarawak, from Tanjong Datu to and inclusive of the Baran River, a distance of 370 miles.
 The GAMBLING FARM, from Tanjong Datu to and inclusive of the Sadong River.
 The ARKACK FARM, from Tanjong Datu to and inclusive of the Sadong River.
 2nd.—Tenders must be written in English and forwarded in Sealed Covers addressed to the Honourable the Resident of Sarawak, Kuchin, Sarawak.
 3rd.—Tenders for each FARM SEPARATELY, and a Tender for the THREE FARMS COLLECTIVELY, are required.
 4th.—The Government does not bind itself to accept the highest or any Tender.
 5th.—The successful Tenderer or Tenderers will be required to find Security for the due fulfilment of his or their Contracts.
 6th.—For further information apply to A. L. JOHNSTON & Co., Agents in Singapore for the SARAWAK GOVERNMENT, or to the RESIDENT OFFICE, Kuchin, Sarawak.
 F. O. MAXWELL,
 Administering the Government.
 Resident's Office,
 Kuchin, Sarawak, 1st January, 1888.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES, Secretary.

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
 No. 46, QUEEN'S ROAD CENTRAL, 1604

LAMPLOUGH'S PYRETIC SALINE.

THE DISEASES OF TROPICAL CLIMATES and their treatment.
 "LAMPLOUGH'S PYRETIC SALINE" is a powerful and useful agent for promoting the "thrust" action of the more powerful purgatives. With men who are accustomed to "hard drinking and keeping up late" as night in the Tropics, the Pyretic will be found an invaluable remedy. It is a powerful and useful agent for promoting the "thrust" action of the more powerful purgatives. With men who are accustomed to "hard drinking and keeping up late" as night in the Tropics, the Pyretic will be found an invaluable remedy.

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Intimations.

NOW READY.

[PUBLISHED BY AUTHORITY.]
 THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1888.

THIS Valuable Work, with many NEW ADDITIONS AND IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:—

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 AMOY and FORMOSA.—Mr. N. Moalle.
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 SINGAPORE.—Messrs. Sayle & Co., Limited.
 PARIS.—Messrs. Amédée Prince & Co.
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 The GAMBLING FARM, from Tanjong Datu to and inclusive of the Sadong River.
 The ARKACK FARM, from Tanjong Datu to and inclusive of the Sadong River.
 2nd.—Tenders must be written in English and forwarded in Sealed Covers addressed to the Honourable the Resident of Sarawak, Kuchin, Sarawak.
 3rd.—Tenders for each FARM SEPARATELY, and a Tender for the THREE FARMS COLLECTIVELY, are required.
 4th.—The Government does not bind itself to accept the highest or any Tender.
 5th.—The successful Tenderer or Tenderers will be required to find Security for the due fulfilment of his or their Contracts.
 6th.—For further information apply to A. L. JOHNSTON & Co., Agents in Singapore for the SARAWAK GOVERNMENT, or to the RESIDENT OFFICE, Kuchin, Sarawak.
 F. O. MAXWELL,
 Administering the Government.
 Resident's Office,
 Kuchin, Sarawak, 1st January, 1888.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging

For Sale.

IMPORTANT INTIMATION.

NOW READY.

(PUBLISHED BY AUTHORITY.)

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A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG AND A Mass of interesting information on various subjects, culled from the most trustworthy sources.

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"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 is Printed on a superior quality of Paper, and is the best printed and most handsomely bound volume published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work, respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" FRIDAY HILL, HONGKONG. Hongkong, 16th January, 1888.

Intimations.

NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

LAWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1.

TO SUBSCRIBERS.

Subscribers to The Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

DEATH.

On the 3rd March, at his residence, The Grove, South Hill, Liverpool, ALEXANDER GIFFORD, formerly of China.

HONGKONG, THURSDAY, APRIL 12, 1888.

TELEGRAMS.

(From Straits Times)

FRANCE.

PARIS, April 4th.

Monsieur Floquet made a statement in the

Chamber, appealing for the support of all

Republicans, to let the Government choose the

time for the revision of the constitution. He

also said that the Government is sincerely

desirous of peace.

ABYSSINIA AND ITALY.

SUEZ, April 4th.

The Abyssinians have evacuated their positions

facing the Italians, and are in full retreat

towards Asmara.

LOCAL AND GENERAL.

We note the arrival of Mr. T. Arnold, Secretary

to the Hongkong, Canton and Macao Steamship

Company, by the Messageries Maritimes steamer

Ava from Marseilles.

The Superintendent of the P. & O. S. N. Co.

courteously informs us that the steamship

Malacca, with the next English mail, left Singa-

pore for this port at 11 a.m. yesterday.

A REGULAR Convocation of Victoria Chapter,

No. 525, will be held in Freemasons' Hall,

Zetland Street, this evening, at 8.30 for 9 o'clock

precisely. Visiting Companions are cordially

invited.

The *Courrier d'Haiphong* says that owing to

the excessive Customs duties lately imposed by

the French authorities in Coochin-China, the port

of Nam-dinh has been almost entirely deprived

of shipping.

SOME of the money, says a writer in the New

York *Mirror*, that Mr. Irving will take out of

this country will go to the establishment of his

London theatre. What he will leave in return

is not so easily estimated. I have tried very

hard to sum up the benefits that he has conferred

upon the American stage. It must be allowed

that he has given us a fine example of what a

man of intelligence, with a fixed purpose and a

good backer, can do in the star business. But

I cannot exactly see in what respect he has

shown us the possibilities of dramatic genius.

No SHINO residing at 110 Queen's Road West

was this morning summoned by the Inspector

of Nuisances for restricting the flow of rain

Mr. JAMES YOUNG KENNEDY, proprietor of the *Penang Gazette*, has been elected a representative member (for Penang) of the Legislative Council of the Straits Settlement.

A MEETING of the Local Marine Board was held on the 8th March at the Sailors' Home, Liverpool, to present a gold watch awarded by the Emperor of Germany to Captain Hugh Nish, of the steamer *Cyclops*, for services rendered to the German steamer *Oder*, which was wrecked while on a voyage from Bremen to China, in May, 1887.

OUR soul thrills with joy to learn that dancing gowns of tulle, which are now the fashion, have no steels in the foundation skirt, but are given the requisite bouffant effect with a small hair bustle and a row of crinoline flounces underneath. It is, however, rather a drawback to read that so many breadths of the crisp gossamer tulle are used that if the tournure beneath is too large the effect is grotesque.

RAPID progress has been made by the Hongkong Hotel management in removing the debris resulting from yesterday's accident. A considerable portion of the billiard room has been cleared of the rubbish, and the careful explorations this morning resulted in the recovery of all the valuable property belonging to Mrs. Ogston and Mr. Dominguez, even small articles of jewellery, such as diamond rings, being recovered. Mr. Dominguez's coat was found, with the sum of \$750 in one of the pockets. The three billiard tables have been rendered useless, and a lot of dining room furniture, table requisites, etc., considerably smashed up.

A VERY sad accident occurred during a performance of "Faust" by the English Opera Company at the Princess Theatre, Melbourne, on the 30th. The *Melbournian* writes, "Mr. Frederic, whose proper name was Frederic Baker, had been rehearsing his part for five weeks, and played with a success hardly anticipated. He went through the fourth act, and when going on for the last act he was apparently well, but just after going on he became in a manner dazed, and seemed to act mechanically. He was descending to the 'lower regions' with 'Faust,' and having said the last words of his, he had almost reached the lower floor, when he fell forward and never spoke again. He was carried to the green-room, where he died shortly afterwards. Deceased was an Englishman, 38 years of age, and leaves a widow, Miss L. Monmouth, of the same company, and two children. He was well known in London, and prior to his engagement in Australia, he had travelled through the provinces of England, the United States, and Germany with great success. He had for some time been suffering from heart disease.

THE greatest excitement prevailed at Devonport when the last mail left home, respecting the result of a raid made by the Metropolitan Police on the coppermiths' shop at Keyham Dockyard. Vice-Admiral Grant, the Admiral Superintendent of the dockyard, on the 7th inst., conducted an investigation, which lasted for several hours, with closed doors. Seventy men of the department, who are seriously affected, appeared before him, with the result that the leading man in charge of the shop, Mr. Vining, and a young mechanic named Rogers were suspended, while thirty-two other mechanics were considered sufficiently implicated in the discoveries made by the police to have their names taken and forwarded to the Admiralty authorities, who will adjudicate upon their cases. In the course of the inquiry Superintendent Wakeford, of the Metropolitan Police, produced a vast number of articles in the shape of copper coal scuttles, kettles, snuff and tobacco boxes, &c., in various stages of manufacture. These had been discovered in the lockers and bunks of the men, and it is alleged that the men pilfered the material and made it up in Government time. The Admiralty on the 8th inst. placed the further investigation of the malpractices in the hands of the Admiralty law agent at Devonport, General Grant being relieved of further responsibility.

THE Fire Brigade, with its officers, belted and booted for the fray of bloodless competition, will meet to-morrow morning, at 10 o'clock on the ground between the City Hall and the harbour, in order to carry out certain events in their programme of the 6th inst. which were at that time either left unfinished or not gone into. There were also one or two points in the programme which, though put to the test of competition have since drifted into the field of dispute or uncertainty, and the clearing up of which to-morrow morning's meeting will possibly effect; and this reminds us that in the competition of the 6th inst. we missed the grand event, amongst so many, which is universally allowed all over the world to be the chief test of a Fire Brigade's efficiency, namely, the time occupied by the Brigade in getting out of bed, dressing, and taking their particular stations alongside the engine. We do not remember ever to have heard how many seconds the Hongkong Brigades consume in such necessary operations, but have been informed by Mr. Carter Harrison, who was for a long time at the head of the Fire Brigades of Chicago, that the thing had been done in eight seconds, which seems almost incredible, but which that estimable gentleman nevertheless solemnly declared to be an actual fact. In London, according to Captain Shaw, from the moment of "the call" to the throwing open of the great doors, and the passage through them of the engine ready equipped and hosed, there will often elapse not more than 30 seconds. Even in the smaller stations, where the men sleep out of the building and have to be summoned by telegraph, a fire is imposed if the "turn out" takes longer than three minutes. In the London stables it is said the horses stand ready for work *ever* the engine, requiring but the alighting of a knot to get them "kicked" up; and in Chicago it is contended that the horses' equipment is dropped upon their backs, shaft and all, and also, that the men sleep in their clothing and boots.

THE Austrian corvette *Fazana*, en route to China and Japan, was at Penang when the *Frederick* mail left Singapore.

A CORRESPONDENT writes that the reports of the accident at the Hongkong Hotel in the *China Mail* and *Daily Press* are grossly inaccurate, and suggests that the talented reporters must either have been "got at" by some local Joe Miller, or contented themselves by accepting as gospel, without any inquiry, a lot of silly "gossip." Doubtless our correspondent is quite right, but the matter is really of no importance. No sane person in the colony would think for a moment of placing reliance on anything published either in the *Morning Sillygoz* or the *Evening Dane*.

SAYS the Sydney *Bulletin*:—Mr. Hodges, who attends Melbourne police courts for the purpose of translating Chinese evidence into Anglo-Saxon, has received the order of the sixth button from the Emperor of China. Dressed in the garb of his new nobility, Hodges had a fly round Little Bourke-street last week, where all the lepers called him blessed, and begged that he would deign to wipe his patrician boots with their back hair. Hodges is now next best man to "Joss" in these parts. We believe his sixth button empowers him to cut off Quong Tart's eyelids and stick that amiable *restaurant* in the full glare of the noonday sun, to which orb, by the way, Hodges has become distantly related. May he live long, and never catch typhoid from eating Chinamen's lettuce!

DEAD beats are having a somewhat rough time just now amongst the Hongkong police, and if things go on in the harassing and hustling way which have lately characterised the relations of the police force with that of vagrants, soon we shall not have a single "hard case" to set up a dog-fight or to call out our sympathies. Following close on the two vagrants of yesterday comes the case of Joseph Williams, age 49, a native of Delhi, who was sprung upon at 6.40 a.m. on the 10th inst. by P. S. Kemp, and at that dreadfully early hour "yanked" off to the Central. Kemp said that he ran down his quarry in Queen's Road East, who was quite unable to say where he stopped or what was his occupation. To the interrogations of the Magistrate Mr. Williams said he was an apothecary out of practice, and that although he had no regular domestic establishment he had been living with a Reverend Father of the Church. Lately he had taken a trip over to Kowloon to see what was going on at the Dock Co.'s works, but had not yet succeeded in getting the job he had in his eye. Mr. Wodehouse after some further enquiries from Sergeant Kemp, was constrained to declare the unfortunate gentleman a vagrant and to provide him with free board and lodging at the expense of the colony.

THE *Macao Independent* evidently takes a rather gloomy view of the probable issues of the Chinese-Portuguese Treaty. Referring to the Chinese forces quartered in the proximity of the Holy City our contemporary says: "These tents have been decorated with the pompous name of soldiers' barracks, and they do not reveal any intention on the part of the Chinese authorities to maintain the *statu quo*. The pretext alleged for their existence is the repression of piracy; but this is surely a mockery, for the barracks are located in quite deserted places, while the villages and towns in the interior are being plundered. Assuredly, these barracks have a political *raison d'être*, and reveal the mandarin intention of commencing their work of circling us round within new boundaries." Our readers must have our allusions to this matter still fresh in their memories. When we blundered last year that the massing of Chinese forces in the vicinity of Macao meant an alteration and a reduction of the present boundaries, one of the objects of that much belauded Treaty, the *Independents* was the first to deride us, and following the lead of the "officially inspired organ," the other Portuguese prints published in the Far East followed suit in reviling our independent criticism of an essentially public question. The *Independents* is now first on the field with its *amenda honorabilis* for its shortsightedness. We recommend a perusal of its article headed "The Treaty" published in its number of the 10th inst. to all interested in the affairs of Macao.

A CORRESPONDENT of the Manchester *Sporting Chronicle* tells the readers of that paper some interesting circumstances in connection with a "good grey steed in his own possession." He came to the conclusion that this equine friend of his was short-sighted. "He could see a carrot two yards off," he tells us, "so he took the quadruped to an oculist living in the neighbourhood, who made the necessary inspection, and certified that the horse had a No. 7 eye, and required concave glasses. The concave glasses thus indicated were obtained and buckled on to the headstall. 'The horse seemed a little bit surprised,' he says, 'when I first put them on him, but his amazement rapidly gave way to demonstrations of the keenest pleasure. He now stands all the morning looking over the half-door of his stable with his spectacles on, gazing around him with an air of sedate enjoyment. . . . When I take him out for a drive,' continues the voracious narrator, 'he capers about as frisky as a kitten; his manner is altogether changed from his former timidity, and he has got over a bad habit of shying which once troubled him.' A week or two ago, however, he turned the animal out to pasture for a few days, of course without his specs, and he at once appeared to be uneasy and uncomfortable. All day he hung about the gate leading into the meadow, whinnying in a plaintive minor key, until his master, seeing what was the trouble, sent up to the stable for the head stall. As soon as the spectacles were placed upon his nose he was glad that he rubbed down his master's shoulder with his nose, then kicked up his heels and danced down to the pasture in a paroxysm of delight. Staffordshire was the scene of this history. We do not know the locality more definitely.

THE new steamer *Anishin Maru*, en route from Middlesborough to Japan, had to put into Malacca on the 5th ulto. owing to a broken cylinder cover

INSCRIPTION on the tombstone of the wife of a French physician:—Here is deposited the matter of which Mrs. Z., wife of Dr. Z., was composed. Deprived of its principle of life October 20, 1887.

DRESSMAKER (a bereaved widow)—How long would you like the mourning veil to be, madam? Bereaved widow (with a burst of grief)—I don't care for expense at a time like this: my husband's death was a dreadful blow. Make the veil as long as the style will warrant.

WE are informed by a correspondent, with reference to our statement as to the probable cause of the accident at the Hongkong Hotel yesterday, that no arches had been cut in the wall, and that the remains of the arches now visible are those of the two old windows which have been there ever since the building was erected, many years ago. Our correspondent "imagines that the old brickwork between these two windows failed, but what the cause of the failure is at present a mystery." We have merely to say that we were well aware that the arches we inspected yesterday were those of what used to be windows in the dining room, and that our information was that not only had the supports of these two windows been taken away in order to make a connection between the old and new buildings, but that the fireplace had also been removed to make a third archway, without anything having been done to strengthen the wall thus so materially weakened. The "failure" is no mystery to us. The wall was too weak for the weight it was called upon to support.

Mr. Yang Chong, 45, described as a boarding house runner, appeared this morning in the Police Court to answer, (1) the charge of obtaining on the 11th inst., by false pretences, certain sums of money from farm labourers, and (2) with attempting to send the same men out of the colony to Penang. Mr. Denny appeared for the defence. The first complainant, Fung Chung Sing, said that himself and eight other labourers arrived in Hongkong on the 1st instant from the district of Tang Ping, with the object of going to America. On the arrival in this harbour of the passage boat which brought them, prisoner came on board and introduced himself; they were on the look out for him. He took them to his boarding house, and the next day they paid him \$15 each for tickets to America. They had heard something about certificates being wanted by the American Government, and on mentioning this little matter to the prisoner he said he would make it all right. Nothing was heard after this of Mr. Yang Chong until the 7th inst. when he suddenly turned up at the boarding house, where time had been passing not unpleasantly, with nine tickets for Singapore. By some means, which did not clearly transpire, it was discovered that Singapore was not in America, but Chong had to go back and change the tickets, which proceeding occupied exactly two days, at the end of which he turned up with tickets for Penang, and put some considerable pressure on complainants in order to get them on board of a Penang bound steamer. Witness was supported in his statement by his uncle, who had left Tang Ping along with the crowd, with his bowprit also pointed toward the United States. The case was remanded by Mr. Wodehouse till Saturday next at 11 a.m.

ON the 29th March there was launched from the yard of Messrs. R. and W. Hawthorn, Leslie and Co. (Limited), Newcastle-on-Tyne, the second of the two steel twin screw steamers, named the *Met Ship*, built by them for the Governor of Formosa. The dimensions are:—Length, 250 feet; breadth, 34 feet; depth, 19 feet. The vessel is built to the highest class at Lloyd's, with deck-house for the accommodation of passengers from the after end of fore-castle to the stern. Over this house is an awning deck extending the full width of the ship, and of the same length as the house. Forward of engine and boiler space, in the large deck-house before mentioned, is a saloon for first-class European passengers, together with the necessary state rooms. This saloon will be handsomely fitted in carved oak framing and Hungarian ash panels, and at the fore end will be furnished with a piano in an oak case to match the framing. On each side of the engine and boiler hatches are the officers and engineers' cabins. Aboard the engine-room, also in this house, is the accommodation for first-class Chinese passengers; a large cabin, aft being fitted to be used as a ladies' cabin, or for the use of the Governor of the Province. On the twining deck forward is the chart-house, with captain's cabin, &c., together with the entrance house to the European quarters. At the after end of the awning deck is a large music saloon, forming the entrance companion to the Chinese quarters. This saloon will be supplied with an organ for the use of the Chinese. In the 'tween decks forward is accommodation for the Chinese second-class passengers, and in the 'tween deck, abaft the engine-room, for the third-class Chinese; the whole of this accommodation being well lighted and ventilated in the most approved manner. The vessel throughout will be lighted by the electric light, including masthead, side lights, cargo lamps, &c. The vessel has steam windlass and steam winches by Messrs. Clarke, Chapman, Parsons and Company, and also steam steering gear. The vessel will be driven by two sets of triple expansion engines, having all the latest improvements, including Marshall's valve gear, &c. There will be two multibol double-ended boilers, which will be fitted with forced draught, and worked at a pressure of 160 lbs. A high rate of speed is anticipated. These vessels are being built under the supervision of Messrs. A. and W. Dudgeon, acting for Messrs. Russell and Co. of China and Mr. Cromarty, the representative of the Governor of Formosa.

MESSRS. Carlowitz & Co. inform us that the steamship *Bormida*, of the Navigazione Generale Italiana, left Singapore last night for this port.

SCIENTIFIC tests in Hungary show that corn will produce the largest yield of milk, while sorghum will produce milk of the richest quality.

MRS. BROWN-POTTER's stage dresses are said to be a revelation. A Yankee paper naughtily remarks that the more they reveal the bigger will be her audiences. We blush for our contemporary.

MR. C. D. Haiman, agent of the O. & O. S. S. Co., informs us that the steamer *San Pablo*, with mails, &c., from San Francisco to the 24th ulto, has arrived at Yokohama, and left for this port to-day.

THERE will be a Regular meeting of Perseverance Lodge, No. 1165, in Freemasons' Hall, Zetland Street, on Monday, the 16th inst., at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

ACCORDING to a Hamburg correspondent, Consul Meier, the managing director of the Norddeutsche Lloyd at Bremen, is said to have resigned his post in consequence of age. The step is much regretted, as his activity was the greatest stimulus of the company.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE GUNBOAT "FILIPINAS."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—Notwithstanding the unfounded rumours published by some newspapers to the effect that the dispute between the Spanish Government and the Dock Company, regarding the *Filipinas* had been decided in favor of the latter, the matter still occupies the attention both of the Manila and Hongkong public. The Hongkong press having alluded to the case in terms that may mislead both communities, it is the intention of the writer to recall to mind as briefly as possible the points arduous at when the Spanish Naval Commission to Hongkong, appointed by the Manila Government to take over the vessel returned to Manila after having refused in the most emphatic manner to accept the *Filipinas*, because of her signally failing to fulfil in each and every essential the requirements of a sea-going boat.

The author of the inspired article signed "Veritas" and published in the *Hongkong Telegraph* of February 25th, in his exaggerated zeal to excuse and defend the Dock Company, has made statements which, if correct and uncontradicted, would gravely compromise the members of the Commission. In common justice to these gentlemen I, therefore, propose to lay before your readers the subjoined facts, but will prefix my remarks by the means of defence, the principal and most glaring defects which decisively led to the refusal of the gunboat. These are as follows:—

Firstly—*The stability of the vessel without ballast*.—This point admits of no discussion in view of the fact that the meta-centric height does not reach half of what is now stipulated for in all modern vessels. Moreover, was not the action of the Dock Company in insisting that 50 tons of ballast not specified in the contract should be put on board (notwithstanding the emphatic protest of the Captain, and in spite of the diminished speed of the boat), a tacit confession of the want of stability?

Secondly—*Should ballast be allowed or not?* The first qualification aimed at in all modern ships of war is to unite the greatest offensive and defensive powers compatible with the least displacement. It is patent that the efficiency of a vessel is not calculated solely upon the number and size of her guns, for there has also to be taken into consideration the power of her machinery, her coal-carrying capacity, the ease with which she may be maneuvered, and above all, the most important means of defence, viz., her armour. Now, when carrying ballast, the speed of this vessel, the ease of manoeuvring her, and her buoyancy are all lessened, while to get the same speed out of her as if she were not in ballast, the expenditure in coal must be largely increased. Why, therefore, in the name of all that is sensible, put ballast in the vessel for no possible good? If this ballast, insisted upon by the Dock Company, but not mentioned in the contract, could be converted into armour which would render the vessel proof against projectiles, although at the sacrifice of speed, there would still remain a doubt whether the vessel would be acceptable or not under such circumstances. There can be no doubt, however, that when the contract was made the vessel's sailing conditions should have had the preference over her armour; and as it was found inconvenient to give her an armoured belt, it is clear that it would be far less convenient to throw all her armour into the hold.

The legal reason why the Commissioners would not allow her to carry ballast is because ballast was not specified in the contract as being necessary; therefore, the vessel could be sufficiently stable without this being required to steady her. It was on account of this particular defect that the very opportune protest was made by the Commissioners at the Spanish Consulate, when the Spanish Inspector of the construction of the *Filipinas* discovered that the Dock Company were treating his expostulations about the ballast with contempt, and were endeavouring to evade the terms of the contract. If the ballast was not to be carried, the weight of guns, ammunition, coal, provisions, and water, were taken out of her, the result of course being less draught, with increased speed; moreover, they used the very best coal obtainable, and also had the most skillful engineers on board. In spite, however, of these most favourable conditions, and that they had red hot iron, they only succeeded in getting 11.73 miles per hour out of her, or half a mile less than called for by the contract, viz., 12.23 miles. So that it is fair to say that she did not fulfil the conditions of the contract.

Thirdly—*The vessel's stability in ballast*.—The meta-centric height obtained when she was in ballast was only 4.49, which was less than that of all the vessels with which the *Filipinas* has been compared; in fact, the Commissioners could not find a parallel for such a low meta-centric. They thereupon telegraphed this fact to the Naval authorities in Madrid and also to the Engineer-in-Chief of the Cavite Arsenal, both of whom were unanimous in their approval of the Commissioners' refusal to take over the boat.

Fourthly—*The speed*. The vessel, having been absolutely and definitely refused on account of her want of stability, there was no necessity for anything more to be said, but the Commissioners being desirous of forming an exact and complete estimate of the vessel, decided to be present at a trial of her speed. This trial was duly made, and was conducted under the most favorable conditions possible of wind and water. Fifty tons of weight corresponding to the weight of guns, ammunition, coal, provisions, and water, were taken out of her, the result of course being less draught, with increased speed; moreover, they used the very best coal obtainable, and also had the most skillful engineers on board. In spite, however, of these most favourable conditions, and that they had red hot iron, they only succeeded in getting 11.73 miles per hour out of her, or half a mile less than called for by the contract, viz., 12.23 miles. So that it is fair to say that she did not fulfil the conditions of the contract.

